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Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

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# VISION ZERO SF: 2021 TRAFFIC FATALITY REPORT



**POPULATION HEALTH DIVISION**  
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

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**Agenda Item 9**

June 28, 2022

Seth Pardo, PhD, San Francisco Dept. of Public Health



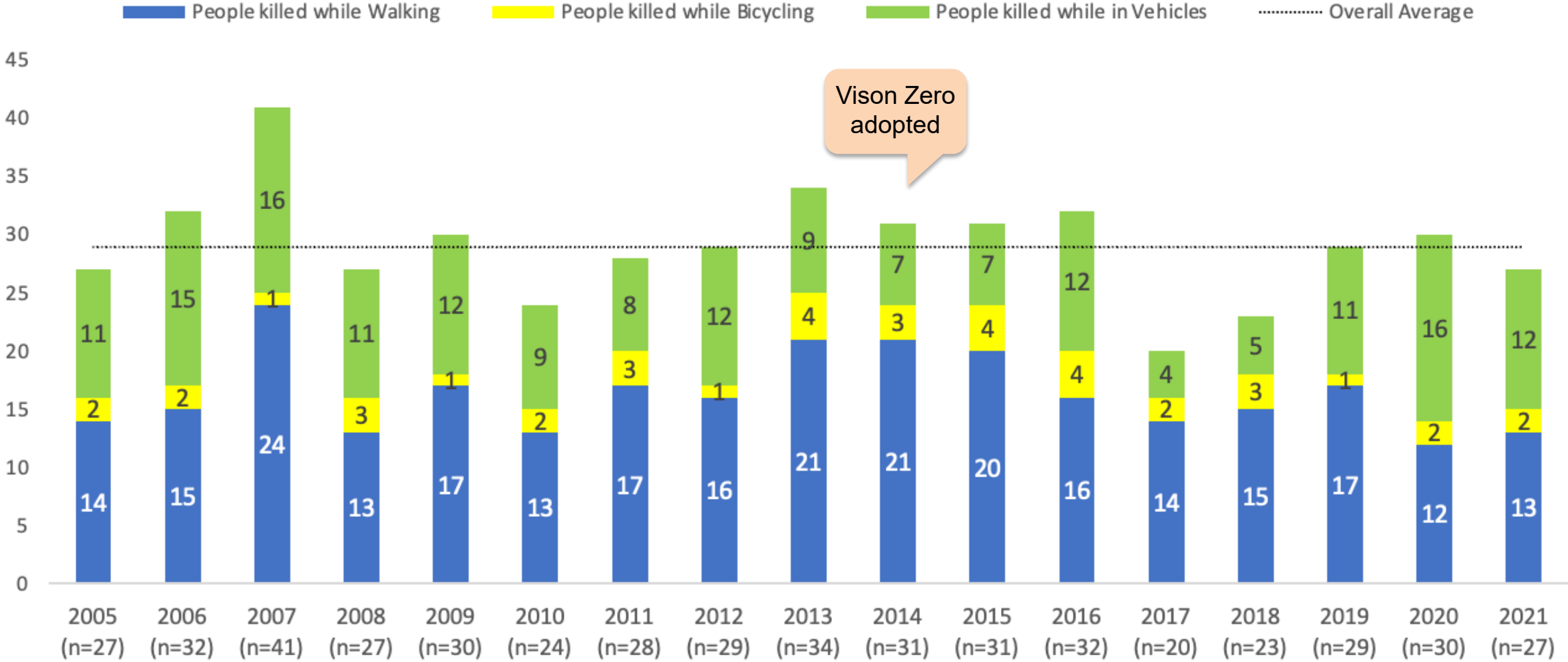
**POPULATION HEALTH DIVISION**  
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



Produced by the San Francisco Department of Public Health,  
in collaboration with the San Francisco Municipal Transportation Agency  
and the San Francisco Police Department

# 27 TRAFFIC-RELATED DEATHS IN 2021

## San Francisco Traffic Deaths (2005-2021)



# FATALITIES BY TRAVEL MODE



Pedestrians remain most vulnerable: 48% of fatalities.



Two people killed while biking, similar to prior years.



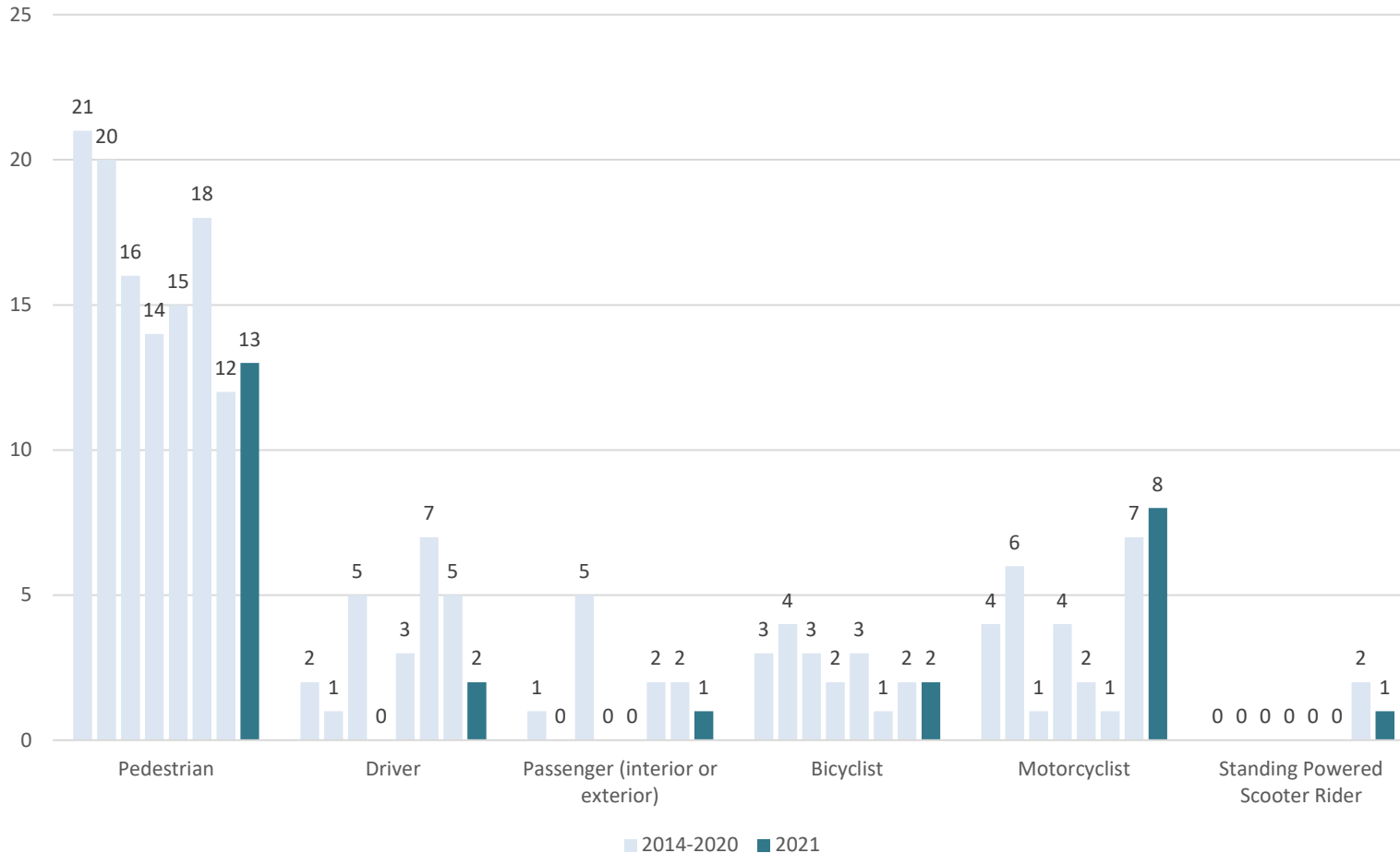
Eight people killed while riding a motorcycle, the highest on record since the start of Vision Zero.



Three people killed while travelling in/on a motor vehicle, four fewer than last year.



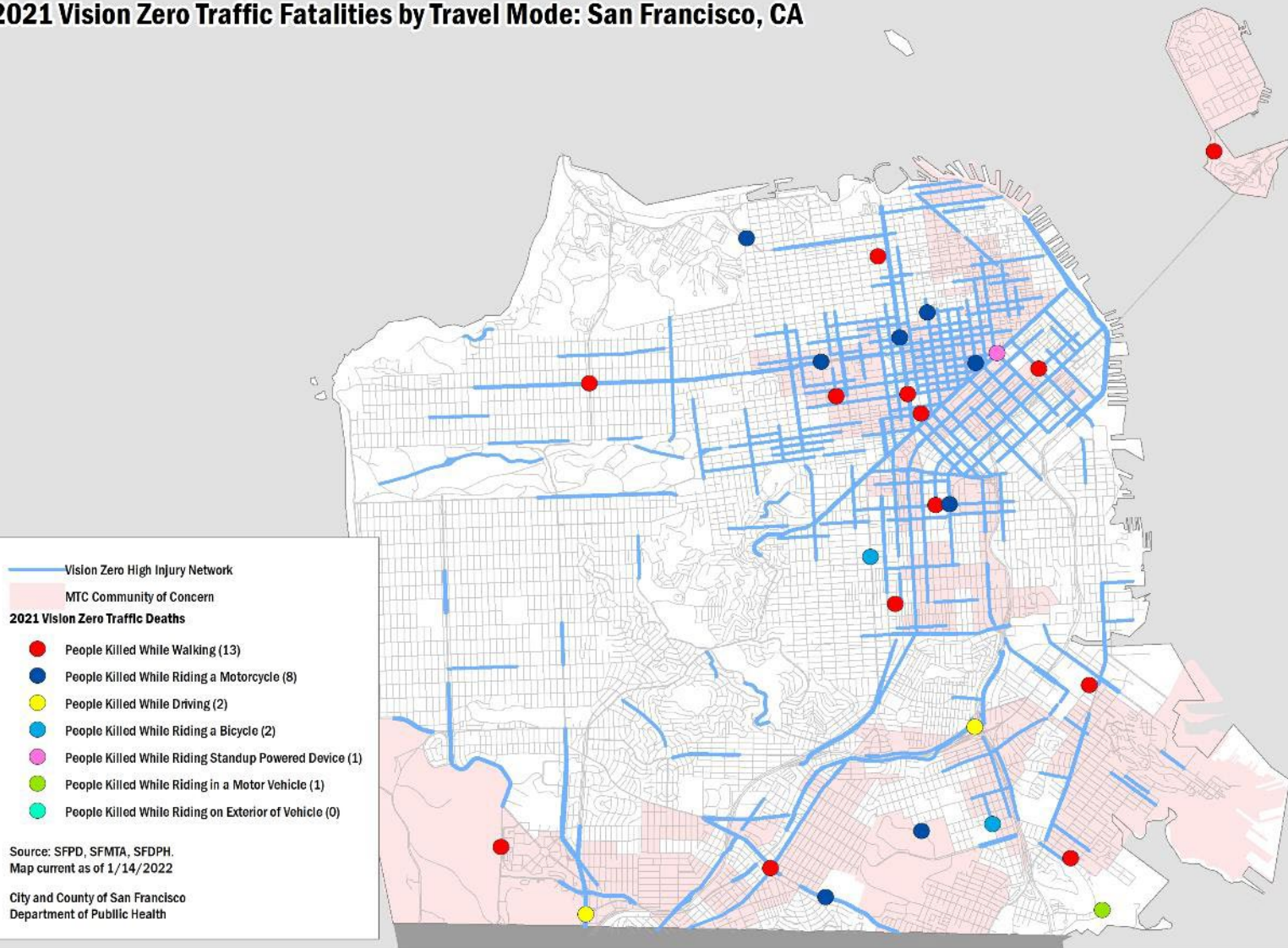
One person killed while riding standing powered device, one less than last year.



Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

# VISION ZERO HIGH INJURY NETWORK

2021 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA

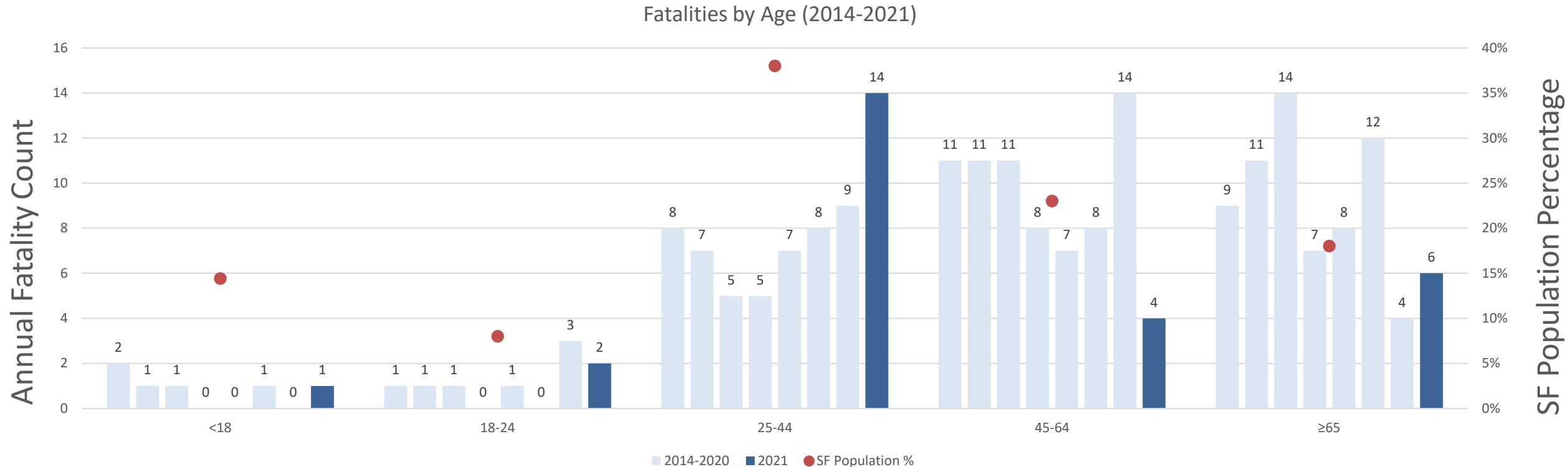


In 2021, 59% (n=16) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN).

Over half (59%; n=16) of fatalities occurred in an Equity Priority Neighborhood – 11 of which were on the VZHIN.

# FATALITIES BY AGE

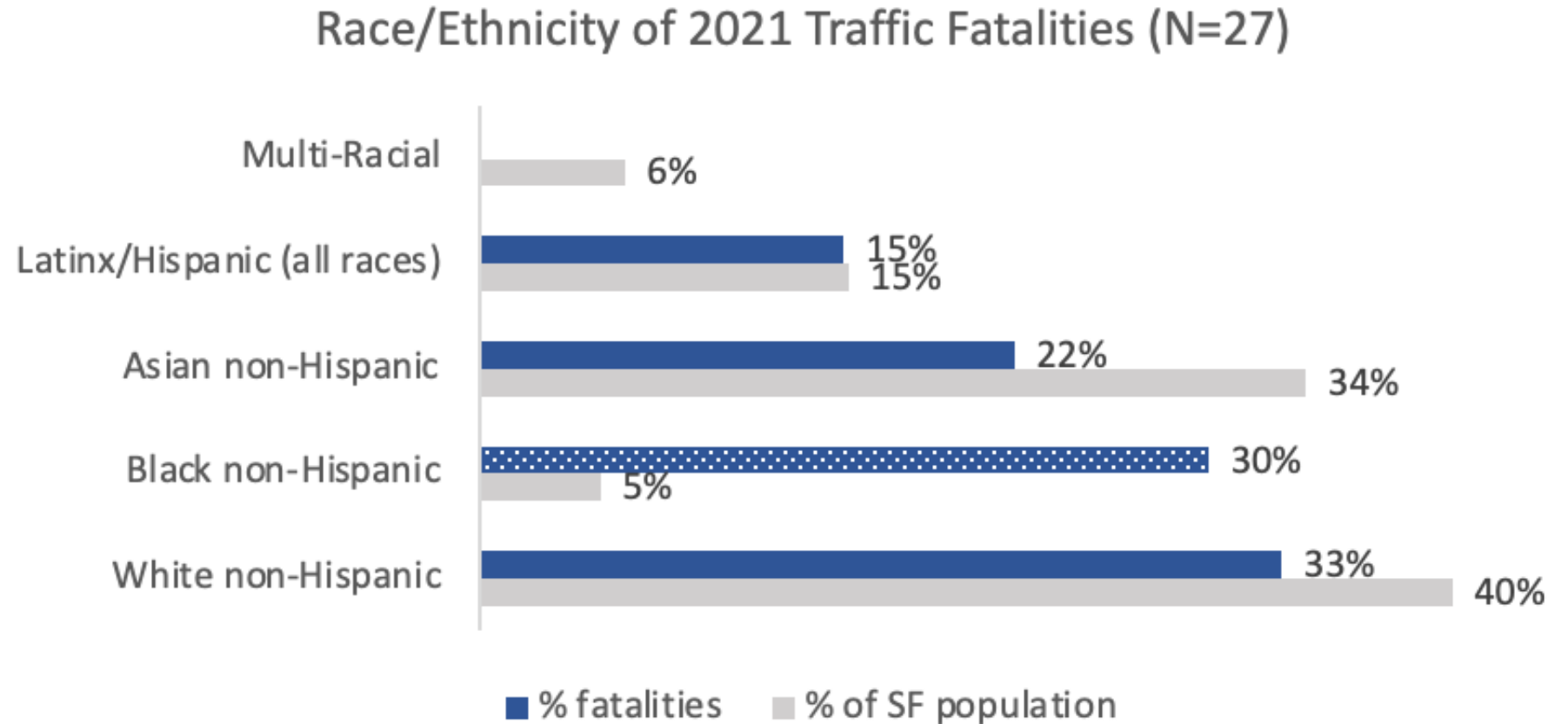
- The number of seniors killed in traffic in 2021 continues to be lower compared to pre-pandemic years
- Among pedestrian fatalities, 22% were people age 65+; 37% were age 50+
- Notable increase in number of fatalities in the 25-44 age group (52%; n=14)





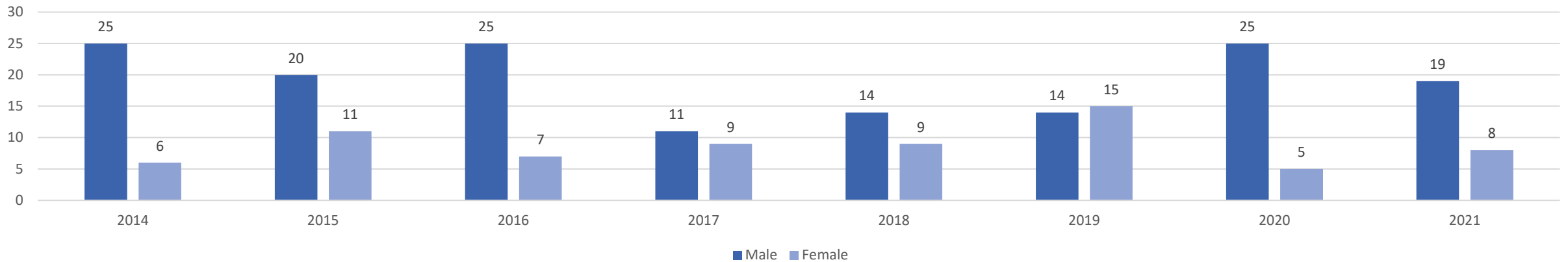
## FATALITIES BY RACE/ETHNICITY\*

- Black individuals are over-represented in fatality data relative to their representation in the SF population
- Despite White and Asian persons representing the majority of people killed in 2021, each group is under-represented in fatality data relative to SF population estimates.
- 6 (22%) victims were not residents of San Francisco (2 Asian, 3 White, and 1 Black; 2 were Hispanic of any race).



\*Race and ethnicity for SF fatalities are per Office of the Chief Medical Examiner. SF Population estimates for race and ethnicity are from the US Census Bureau, 2019 American Community Survey 1-year estimates

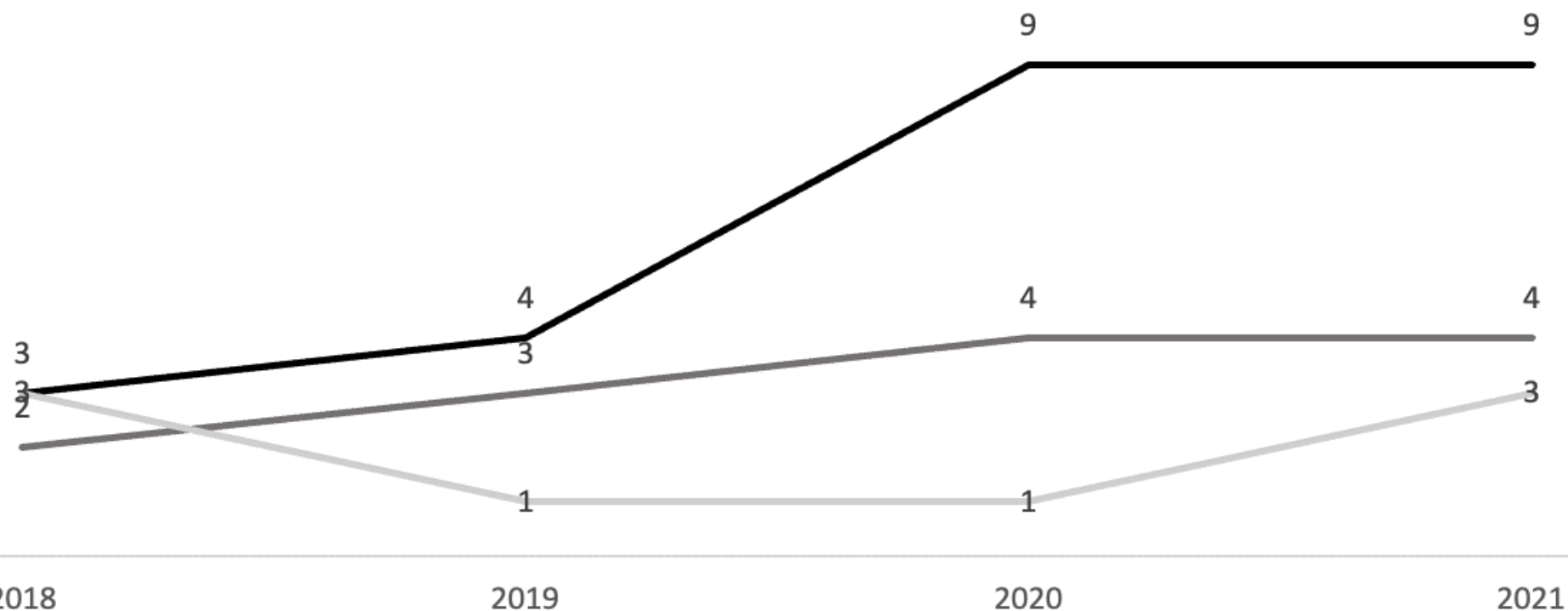
## FATALITIES BY SEX



- Males are overrepresented in our local fatality statistics (70% in 2021), relative to their municipal representation (approx 51% in 2020).
- Different mode patterns by sex:
  - Almost a third of people killed while walking were male (61%; n=8/13 **pedestrians**)
  - All those killed while **cycling or a standing powered scooter** micro mobility device were male (n=2 and 1, respectively)
  - The majority (88%; n=7/8) of those killed riding a **motorcycle** were also male. There was one female motorcyclist death in 2021.
  - Among motor vehicle riders in 2021, a majority were female (67%; n=2/3 **motorists**).



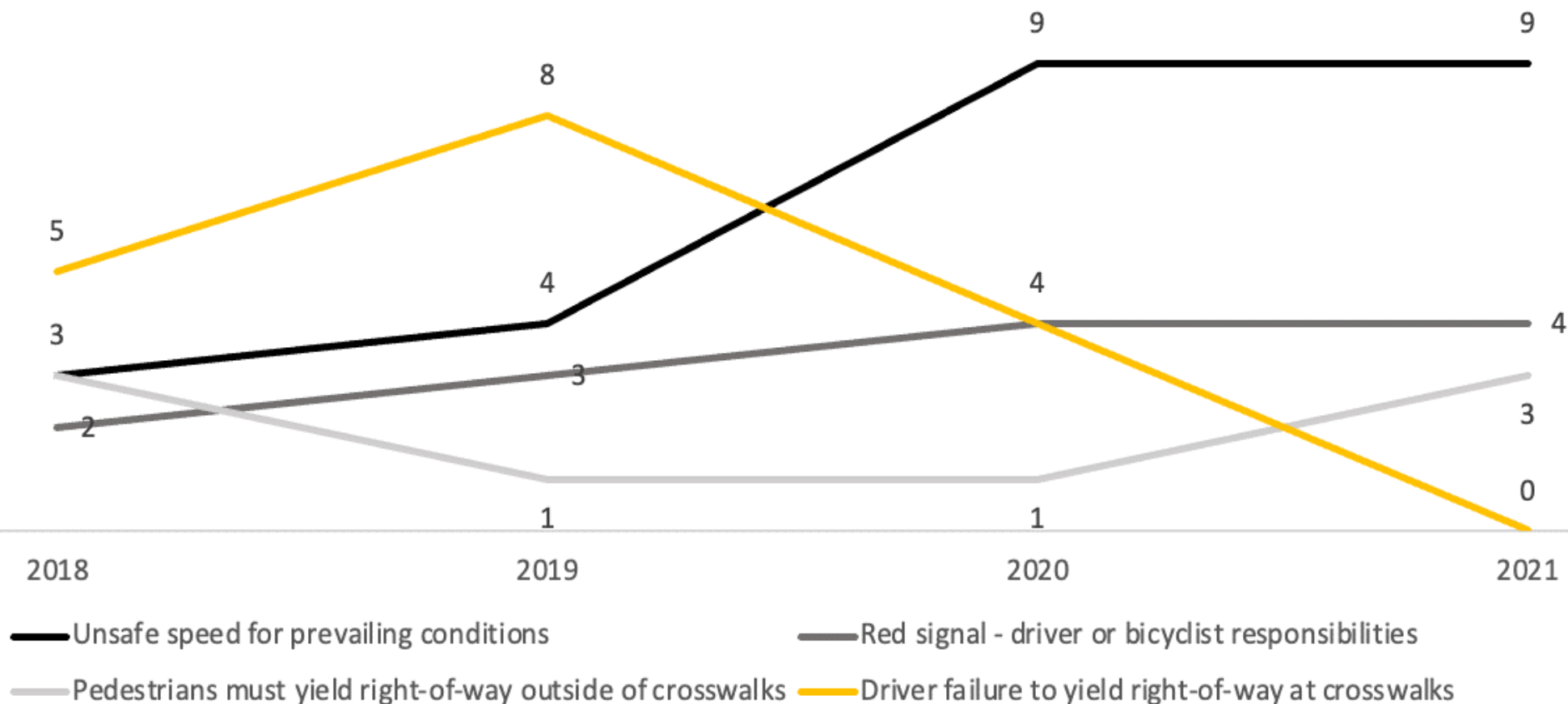
# PRIMARY COLLISION FACTORS (2018-2021)



— Unsafe speed for prevailing conditions  
 — Red signal - driver or bicyclist responsibilities  
 — Pedestrians must yield right-of-way outside of crosswalks



## PRIMARY COLLISION FACTORS (2018-2021)



BUT! The number of incidents where a driver failed to properly yield to a pedestrian in a crosswalk decreased from 8 (2019) **to 0 (2021)**

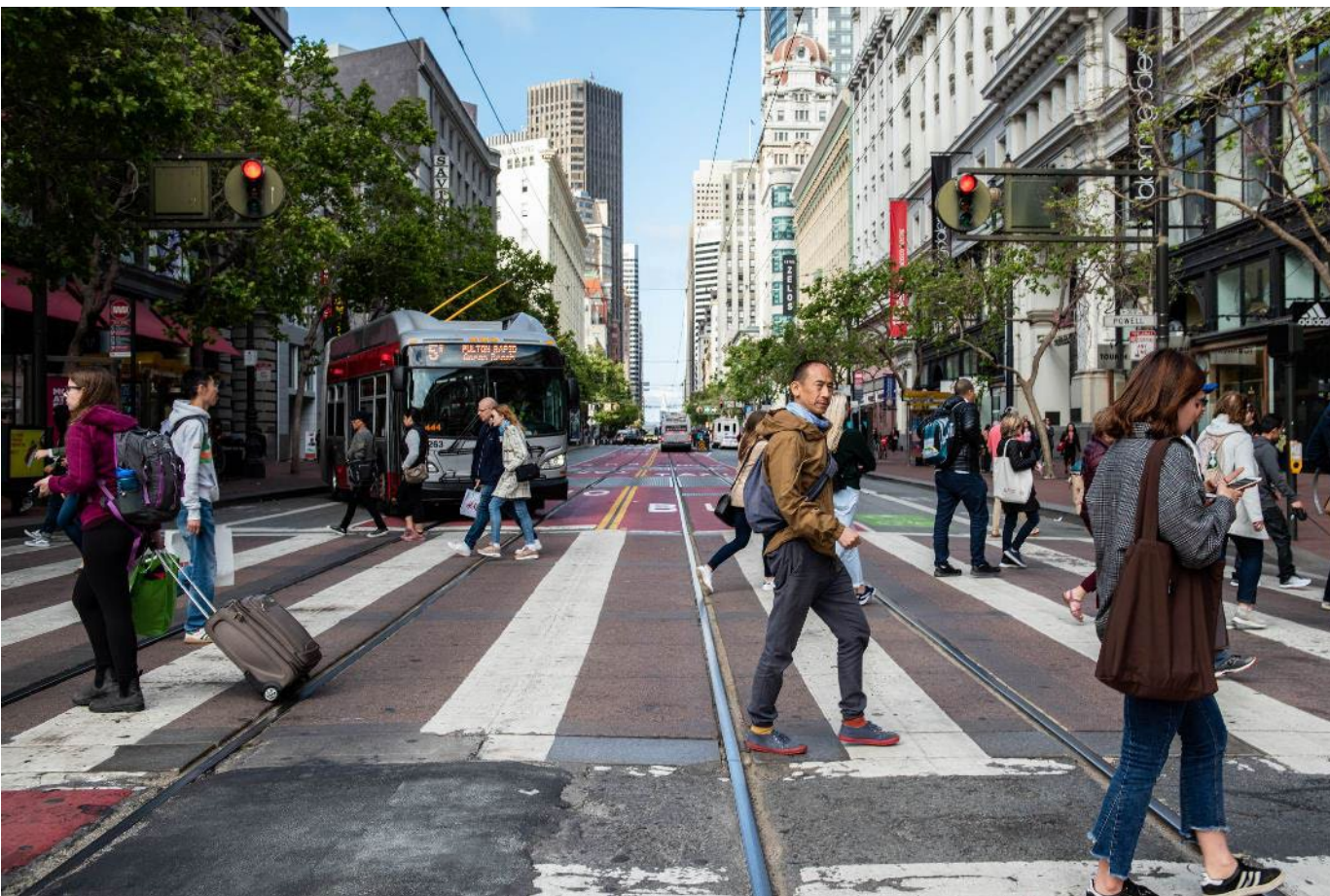
## HOMELESSNESS

- In 2021, four people without a fixed address were killed on City streets (15%), down from six in 2020
- In 2021, 14% of SF freeway fatalities affected people experiencing homelessness
- <1% of the City population is homeless; People experiencing homelessness continue to be particularly vulnerable to traffic injury





## CRASH CHARACTERISTICS



### **Sharing Technology Involvement:**

For the second consecutive year, a rider of a standing powered device figured in the fatality count. In 2021 one rider was killed while riding a rented e-scooter.

**Solo Crashes:** Single party vehicle crashes totaled 33% (n=9) of fatalities. This represents two more deaths than in 2020 (23%, n=7).

**Time of Day:** Fatal collisions occurred more frequently between 10p and 2a

## HIT AND RUN COLLISIONS

Eight traffic fatalities (30%) involved a hit and run in 2021

- All eight hit and run fatalities involved people walking
- +1 Increase from 2020



# SF TRAFFIC FATALITIES IN CONTEXT

## SAN FRANCISCO

- Traffic fatalities **decreased** 10% in 2021 (vs 2020)
- **Pedestrians** comprised **about 48%** of all SF fatalities in 2021
- **Motorists** comprised **about 44%** of all SF fatalities in 2021
- Bicyclists: 7%
- Motorcyclists: about 30%

## NATIONALLY\*

- Traffic fatalities **increased** 10.5% nationally in 2021 (vs 2020)
- **Pedestrians** comprised **about 17%** of all traffic related fatalities nationally in 2021
- **Motorists** comprised **about 66%** of all traffic related fatalities nationally in 2021.
- Bicyclists: 2%
- Motorcyclists: 14%

\*<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813240>

\*<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>

<https://www.ghsa.org/resources/Pedestrians22>

<https://www.bloomberg.com/news/features/2022-04-11/-vision-zero-at-a-crossroads-as-u-s-traffic-death-rise>



# GETTING TO ZERO WILL REQUIRE MAJOR SHIFTS IN POLICY, POLITICS & CULTURE

30%



**Major Street Redesign:** Car free zones, Quick-Build projects, protected bike lane network, and transit only lanes

25%



**Speed Safety Cameras:** Using speed cameras to enforce speed limits

20%



**Mode Shift and Pricing Tools:** Moving to active transportation modes, using tools like pricing

15%



**Advanced Vehicle Technologies:** Advance driver-assisted systems and smaller vehicles

10%



**Increased Housing Density:** Housing near jobs/services, especially affordable housing and services for unhoused populations



## SAFE STREETS

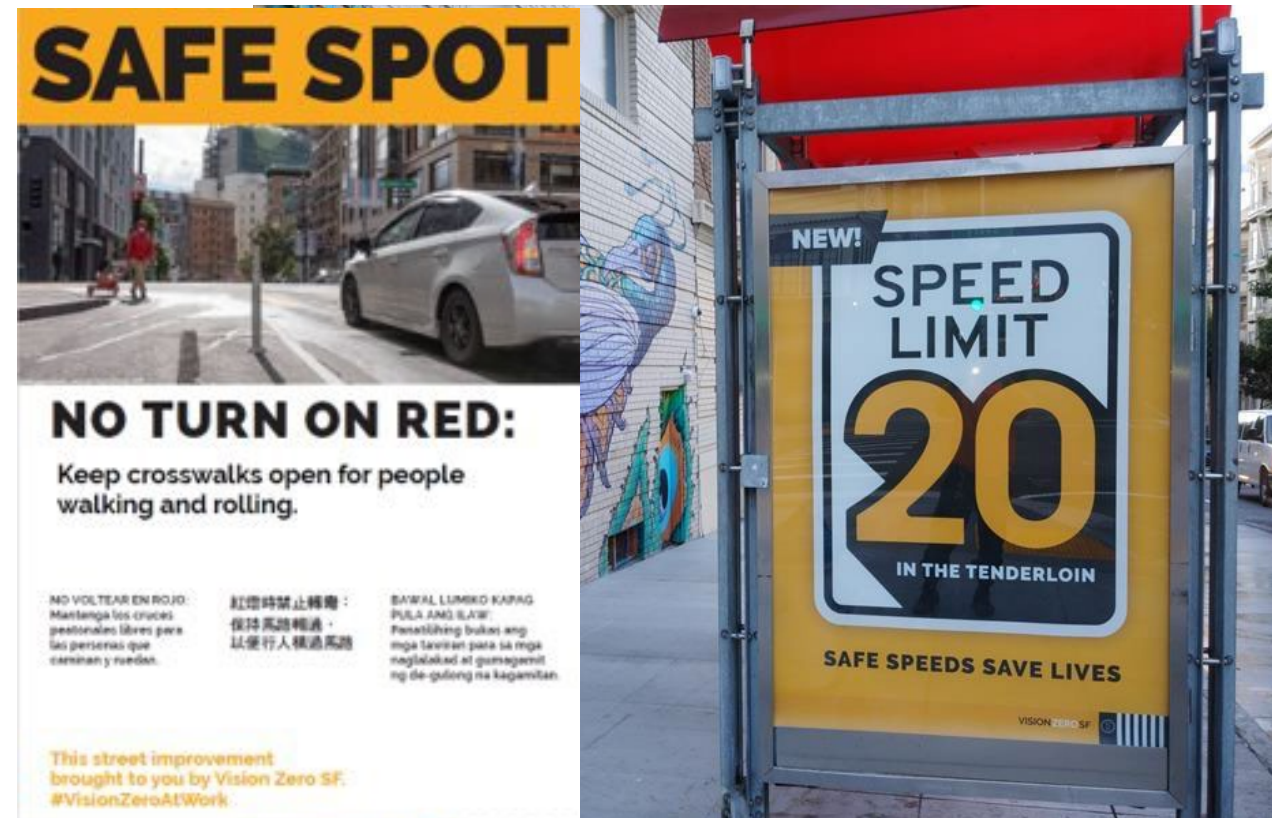
1. Slowing Vehicle Speeds
2. Safer Crossings

## SAFE PEOPLE

1. Ensure Traffic Law Compliance
2. Advancing Traffic Safety Culture Change

## SAFE VEHICLES

1. Autonomous Vehicles & City Fleet



# DATA SYSTEMS

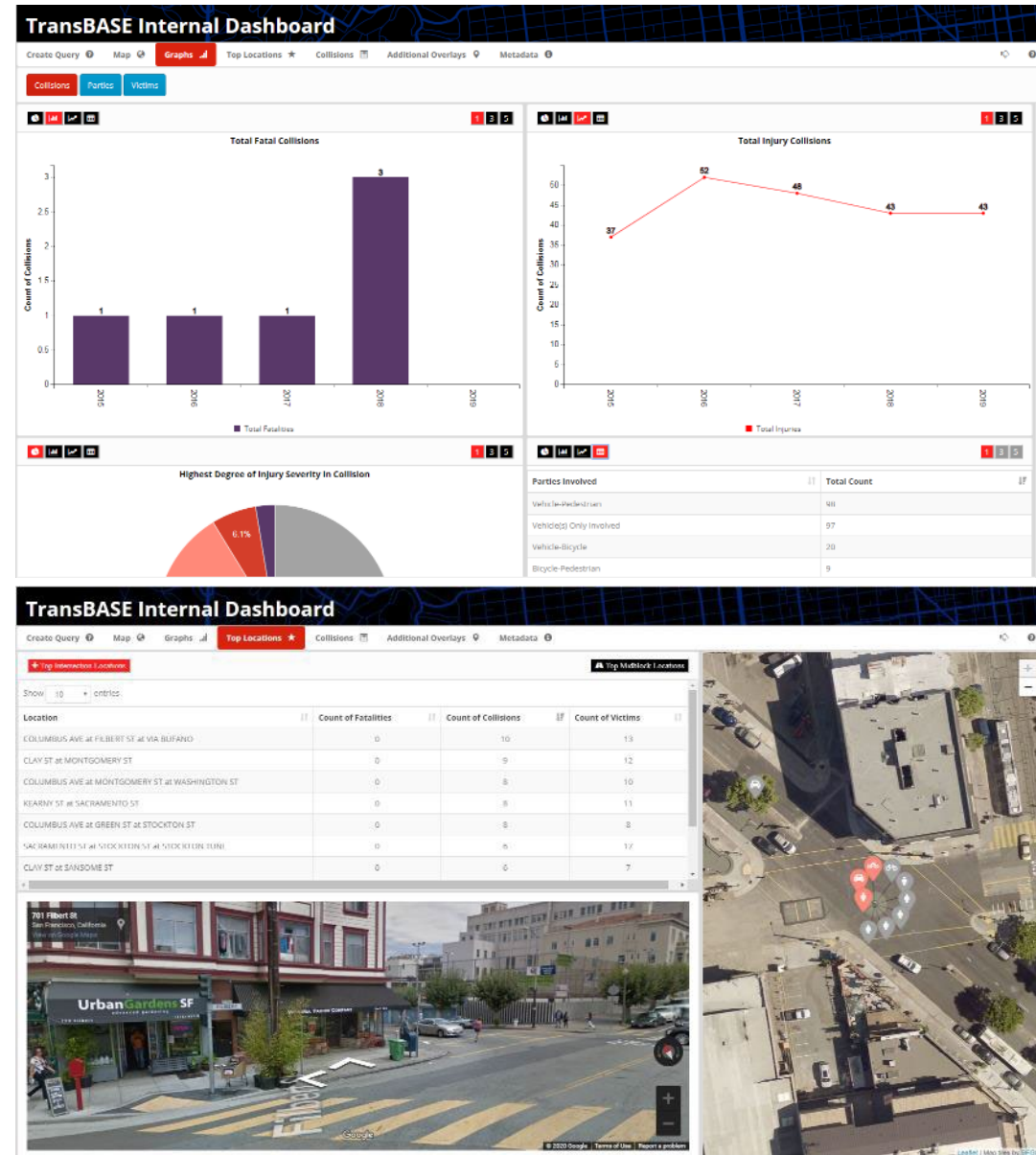
## 1. Data Reporting

- Regularly update public-facing TransBASE dashboard
- Integrate SFPD traffic collision data into Crime Date Warehouse
- Release annual severe injury trend report

## 2. Trends & Analysis

- Update HIN Map using linked police, hospital, and emergency medical services data with most recent data
- Issue annual research brief to address traffic injury and inequities such as homelessness, race/ethnicity, language, income and immigration status\*

\*Unfunded



# Thank you!

## SFDPH Contacts

DIRECTOR, CENTER FOR DATA SCIENCE

**DR. SETH PARDO**

**SETH.PARDO@SFDPH.ORG**

INTEGRATED BUSINESS SYSTEMS ANALYST

**DEVAN MORRIS**

**DEVAN.MORRIS@SFDPH.ORG**